

Advertisements.

NOTICE.

NOTICE is hereby given that THE MUSGRAVE SPINNING COMPANY, LIMITED (INCORPORATED IN ENGLAND), COTTON SPINNERS AND DOUBLERS, have made application to His Excellency the Governor of Hong Kong for the registration of their TRADE MARKS in force in Hong Kong for the registration of TRADE MARKS in the Office of the Colonial Secretary, representations of which may be seen on application at the Colonial Secretary's Office.

The said Trade Marks are intended to be used in respect of COTTON YARN manufactured by the said MUSGRAVE SPINNING COMPANY, LIMITED.

Dated the 29th day of June, 1898.

WILKINSON & GRIST,
Solicitors for the
MUSGRAVE SPINNING CO., LD.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND SHANGHAI.

THE Company's Steamship

"TAMU,"

Captain Moore, will be despatched as above TO-MORROW, the 30th instant, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th June, 1898. [801]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA.

THE Company's Steamship

"KANU,"

Captain Somerville, will be despatched as above on FRIDAY, the 1st July, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th June, 1898. [802]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Ramsay, will be despatched on MONDAY, the 4th July, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th June, 1898. [778]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUZ CANAL.

THE Steamship

"PATHAN,"

will be despatched as above on or about the 15th July.

S.S. "MACDUFF" about 31st July, 1898.

S.S. "SIKH" 13th Aug., 1898.

For Freight or Passage, apply to DODD, WELLS & CO., Agents.

Hongkong, 29th June, 1898. [293]

Intimations.

DAKIN, CRICKSHANK & COMPANY,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 29th March, 1897. [30]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., should be sent to the "Manager, Hongkong Telegraph," and not to the Editor.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this paper before 10 o'clock on the day before the day of publication, so that they may be printed in the issue of the day.

Intimation.



A. S. WATSON & CO., LIMITED

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., &c., the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 18th June, 1898. [7]

DEATH.

On the 28th instant, at No. 25, Sophia Road, Singapore, JOSEPH WISE ANGUS, aged 51 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 29, 1898.

REUTER'S MESSAGE.

THE SPANISH-AMERICAN WAR.

LONDON, June 27th.

Admiral Camara's squadron consists of two ironclads, two cruisers, two torpedo gunboats, and five transports carrying four thousand troops.

The Egyptian Government has refused to allow Admiral Camara's squadron to coal at Port Said, where pending further orders, it remains.

The New York Herald states that the Government is sending the fleet under Admiral Schley to bombard the Spanish ports and to pursue Admiral Camara's squadron. The Spaniards are making active preparations for defence.

THE KOWLOON EXTENSION.

We hear that Mr. J. H. Stewart-Lockhart, C.M.C. (Colonial Secretary of Hongkong) is likely to undertake the duty of reporting upon the new territory about to be handed over. Mr. Lockhart may be expected by the Canadian Pacific Railway steamer due here on or about August next.

THE PLAGUE.

During the 24 hours up to noon, 28th June, no new cases and no deaths from plague were reported.

LOCAL AND GENERAL.

FOURTY-TWO days were awarded to Chiu Chung for stealing pieces of metals and tools from the Naval Yard. He was prosecuted by Inspector McEwen.

In Love and War.—She—Congress was dreadfully slow about this Cuban war, don't you think? But that's the way with men folks. He—How so? She—It takes them forever to come to a declaration.—Chicago Tribune.

SOME days ago a deaf and dumb type-setter, who happened, while music was being played in his presence, to be holding an empty cigarbox in his hands, was surprised (says the London Daily Telegraph of April 6th) to find that he experienced an agreeable sensation in his fingers. This ceased as soon as he laid the thin and fragile box aside. Having narrated his experience to some acquaintances who suffer from the same calamity as himself, they, after trial, also felt the same sensations. He also said that when people spoke loud in his presence he could feel the sound with the assistance of the box, and his assertions were confirmed in this also by other deaf and dumb persons. Should there be any scientific foundation for this strange emotion, it may be possible for some discoverer acquainted with the laws of touch and sound to confer some precious benefit in the future on the deaf and dumb.

KEROSENE oil, opium, and a piece of broken China have been in their turn utilized by a Chinaman in Singapore, for the purpose of committing suicide and, apparently, in vain.

"To celebrate the accession to the throne of Her Majesty Queen Wilhelmina the Netherlands community of Singapore are issuing invitations to a ball in the Town Hall on Wednesday, 31st August. 'Historical Fancy Dress' is to be worn. Mr. Mr. P. C. H. H. van Papendrecht is the honorary secretary of the committee.

THE Hindu Golden Temple at Amritsar is to be fitted with electric light at the expense of a wealthy patron. The glamour of the temple is added to the splendour of the temple of Eastern mystery are fitted with the latest developments of the science of the occult. Here is a precedent for the Chinese theatres and joss houses in Hongkong, and also a big opening for the local Electric Light Company.

INFO MATION was received at Labuan and Gaya that the Office at Pangawan had been burnt about 20th May. Mr. Wise left Gaya in the Petrol to enquire into it, and found that it was supposed to be the incendiary work of three Bajwas and perhaps a Dyak. The names of these men are all known, and they will be arrested when opportunity offers. The office was not a valuable building, nor were its contents.—B. N. B. Herald.

THE paper on which letters to Queen Victoria are written must not be folded. No communication which bears evidence of having been created will ever fall into Her Majesty's hands. The proper method is to write on thick glossy white paper, and to dispatch the missive in an envelope which fits it. Any folded communication never reaches the Queen, for the simple reason that she never looks at it. All such letters are opened by the Mistress of the Robes, and as a rule, their contents never get beyond her, or, if the letter is of importance it is returned to the writer with directions how to forward it.

THE touting going on amongst labor "recruiters" in Sankalan is becoming a serious nuisance. Men who have engaged to serve on master are enticed to engage with another in consideration of a heavy advance which enables them to pay off their debts to present employers and begin a new engagement with "perhaps \$5 in cash. Some mutual agreement should be made to stop this throat-cutting. Recruiters are in some cases actually demanding \$15 per laborer as "head money" while their own trouble is confined to visiting clearings and inducing a certain number of coolies to desert. Such sums as \$45 advance per head and \$60 to a man have actually been paid, within the past few weeks.—B. N. B. Herald.

A RATHER neat variant of the ancient Spanish buried treasure tale, against which the Colonial Office so kindly warned gullible Australians has come to light in London. A tradesman in the City-road recently received a letter from Barcelona—the old address—stating that the writer is a political prisoner from Cuba, and has a cheque for a large amount on a foreign bank in his luggage, which is sealed for dues, and can be obtained on payment. He begs a telegraphic reply to a "sure person" who will "carry the matter through. As a reward, he offers one-third of the amount of the cheque, when cashed. The ways of the bunco man are wonderful, and so is the credulity of his victims, for the Spanish prisoner's vitality shows that his game pays.

A MOORMAN by the name of Mohideem Bawa was convicted by the Police Magistrate of Colombo some time back, for keeping a gaming house, and was fined with the alternative of three months' simple imprisonment. He was unable to find the money and went to prison. It is alleged that he was treated as if his sentence had been one of rigorous imprisonment. He, it is said, protested and got for his pains to cuts for refusing to work. Three days prior to the expiry of his term, he was brought from Kandy to Colombo and placed in the Borrelli Convict Hospital where he died last week. An inquest was held by Mr. John Pereira, Magistrate, and a verdict of death due to influenza was returned. It appears that a departmental enquiry is being held, with regard to the carelessness displayed by the jail authorities in not following out the sentence of the Magistrate.—Ceylon Independent.

THE following story, once told by Mr. James Paya to a Daily News interviewer, is dramatic. It refers to an experience when Mr. Paya was editing Chamber's Journal. "The editorial room he occupied during his long connection with the popular Edinburgh publication had long before the Chamber's time been a bedroom in which one or the other of the two partners of a firm had for many years made a rule of sleeping. It was, in fact, a stipulation of the deed of partnership that one of them should sleep on the premises. In course of years, however, it became rather an irksome restriction upon their liberty, and in order to free themselves from it they agreed to take into partnership their manager, an old servant of the house, on condition that he would occupy the bedroom, and so fulfil the requirement of the deed. The old servant was naturally very much moved by this recognition of his services, but pleaded that he had not the necessary capital to qualify him for the partnership. As to that, it was only \$500 that was necessary, and this the firm had decided to give him. And so the matter was settled. The 'trusty' servant became a partner, and took possession of the room, in which he was found next morning with his brains blown out. He left behind him a letter in which he explained that all those years during which he had been so trusted he had been robbing his employers and their kindred, and so filled him with remorse that he couldn't live under it."

"I WAS surprised to see that Zila's conviction was reversed." "That was not so strange. In nearly all French farces matters are straightened out in the last act."—Puck.

COMMANDER W. Dawson, R.N., gave his views on "The Disappearance of the British-born Merchant Sailors—a National Danger" before the Royal United Service Institution, Sydney, some weeks ago. Quoting from Board of Trade returns, he showed the rate of disappearance of British seamen in each of the five years preceding 1896 to be 1300 per annum. If this rate continued, British-born A.B.s. would soon cease to be employed in the long voyage trade, Foreign and Asiatic (of which there were 30000) were replacing Britishers in the merchant navy, and Asiatic crews were rapidly increasing in steamers trading with India and the East. In a struggle for national existence, the lack of British-born seamen would be a national danger, and the State should influence the manning of merchant ships by paying bounties to British whilst afloat. The States should give the same protection to life at sea as ashore, and have the 2000 annual sudden deaths at sea investigated. Consuls should report annually upon the causes of the 14,000 "desertions" every year from merchant ships in ports abroad, and the robberies of wages in foreign ports. Restrictions should be placed on the growing practice of working cargoes on Sundays in colonial and foreign ports, and religious service should be conducted on board merchantmen on Sundays. If there were more mutual consideration in the relations between employers and employed in the mercantile marine, the increasing disappearance of British-born merchant sailors would cease.

Mr. Justin McCarthy's comparison of the late Mr. Gladstone and Benjamin Disraeli is interesting. It is from Mr. McCarthy's recently published "Story of Gladstone's Life." "Gladstone and Disraeli seemed formed by nature to be antagonists. In character, in temper, in tastes, and in style of speaking the men were utterly unlike each other. One of Gladstone's defects was his tendency to take everything too seriously; one of Disraeli's defects was his tendency to take nothing seriously. Disraeli was strongest in reply when the reply had to consist only of sarcasm. He had a marvellous gift of phrase-making. He could impale a whole policy with an epithet. He could dazzle the House of Commons with a paradox. When he had to explain a policy, financial or otherwise, he might really be regarded as a very dull speaker. Gladstone was especially brilliant in statement. He could give to an exposition of figures the fascination of a romance or a poem. Gladstone never could, under any possible conditions, be a dull speaker. The two men's voices were curiously unlike. Disraeli had a deep, low, powerful voice, heard everywhere throughout the House, but having little or no music in it. Gladstone's voice was tuned to a higher note, was penetrating, resonant, liquid, and full of an exquisite modulation and music which gave new shades of meaning to every emphasized word. The ways of the two men were in almost every respect curiously unlike. Gladstone was always eager for conversation. He loved to talk to anybody about anything. Disraeli, even among his most intimate friends, was given to frequent fits of absolute and apparently gloomy silence. Gladstone, after his early Parliamentary days, became almost entirely indifferent to dress; Disraeli always turned out in the newest fashion, and down to his latest years went in the get-up of a young man about town."

THE terrible mistake which, it is alleged, caused a Melbourne chemist to supply strychnine instead of cocaine, and led to the speedy death of a doctor and the serious illness of a lady patient, is really, says a writer in the Sydney Telegraph, not a matter which should excite laudatory surprise. The pill-roller's sphere is small, but at times it is as deadly as a bomb-shell. And, all things considered, the wonder is that the chemist's customers come off as fortunately as they do. The mistakes made by chemists are few and far between. Some doctors write a most villainous fit, but the chemist is an expert at deciphering their hieroglyphics, and will correctly read at a glance a series of scribbles and scrawls which to the uninitiated look like nothing on earth but a pen-and-ink sketch of a lot of scalded Cochinchina chickens chasing a bumble-legged cockroach over a ploughed potato paddock. Then, again, many patients have a venereal habit of babbling about their ailments and the like, the whole time their medical adviser is writing out a prescription, and, perhaps, mentally considering their case as he goes along. One result of this dangerous foolery was that a London doctor, while prescribing for one of his best paying patients, wrote "strychnine" for "antipyrine," the result being of course, more work for the undertaker. Apropos to all this, unthinking persons often ask, "Why not write medical prescriptions in plain English instead of mysterious Latin?" One reason is that Latin, being a sort of universal language amongst the medical profession, a prescription written in that form can be made up by a chemist at St. Petersburg, or Hobart, at Pernambuco or Peking, or any other spot where a pill-powder can be found. Then, again, many ignorant patients have such a holy horror of certain very useful drugs, such as morphia, strychnine, and the like, that if these were plainly indicated in English, the said patients would probably belt the doctor with his own furniture, and then rush out and throw his prescription down the nearest sewer. The vagaries of doctors' patrons are innumerable. "Many patients will write a doctor down as an 'unbeliever' because he gives them 'plenty of black, bitter medicine in a big bottle.' And it is on record that a J.P. in the Wild West once angrily exclaimed, 'Doctor, what the devil do you want to be fallin' my whist for? Haven't I told you the pain is all in the stomach?'"

A JUNK master from Canton who neglected to go into quarantine on arrival here was to-day fined \$100 which was paid.

DEWEY'S GREAT VICTORY.

What did Dewey do to them? He didn't do a thing. But smelt their fleet's smithereens And gave 'em the dig-by-dig. In the morn he met the Spanish fleet With Manila bay. At noon the Dons were dead or abed, Done up in smelly.—Exchange.

It is with extreme regret that we have to chronicle the death of P. C. Lithby, No. 32, of the Hongkong Police. He joined the force in 1895 after having done five years duty in the London Metropolitan Police. On Saturday last he was taken to the Hospital with malarial fever and died this morning. Lithby was a West countryman and his many good qualities were very warmly appreciated by those who knew him best. His fellows in the Police esteem him to be a faithful and loyal comrade and his loss is one they feel will not be easily replaced.

SOME time since a subscription was opened on behalf of George Darling, the last survivor of the family of Grace Darling, the heroine. The old gentleman, whose declining years have been far from prosperous, is an octogenarian, resident at Barmouth, the little Northumberland town that looks out on the far stretching Farnes Islands and Longstone, with which the name of Grace Darling is inseparably associated. George occupies the old house of the family, with all its interior fittings, such as the old world box bed in which Grace was born. He has been all his life engaged in seafaring, and in conveying interested passengers across the channel to the islands, all eager to hear from a brother's lips the story of the young and "fragile girl" who, on a terrible night, took a boat with her father and saved the perishing crew of the *Forfarshire*.

NORTH BORNEAN NOTES.

(From our own Correspondent.)

The Mat Salleh affair is still in hand. Some alarmist telegrams were published in the Singapore papers a short time ago, and the "Pioneer" was sent to Labuan in consequence, but there was nothing in the matter and the real state of affairs would appear to be as pointed out by me before, that some of Mat Salleh's sharper followers do not quite see where they come in the settlement, and the awkwardness at the moment is as between them and Mat Salleh, rather than Mat Salleh and the Government, to whom he has again sent in assurances of his good faith and a request for a further interview in order to get some minor points cleared up. An awkward element does exist however; in various parts of the interior there were several malcontents, murderers, cattle stealers and the like who Mat Salleh was glad to have when he was in rebellion, and under his leading they made themselves very objectionable, and now that Mat Salleh has come in, these men, a reckless swashbuckler, lot are sure not to keep quiet long, are sure to give trouble. If they do so elegantly hang together, or if Mat Salleh is committed to them in any way, there may be a good deal of trouble yet; anyhow it is quite evident that the constabulary ought to be largely increased.

We have got over our festivities all right; on the Queen's birthday there was a parade of the constabulary before the Governor, the men looked particularly well, the Sikhs tall and solidly and the Dyaks tough and in good condition, they have all seen a great deal of real service during the last 12 months and have had a lot of severe and arduous work. In the evening there was a ball at Government House which was very well attended.

On the 20th June the races were held; the weather was so wet up to the night before that grave fears were entertained that they could not come off, but although the course was wet and heavy going it was perfectly practicable and everything passed off without a hitch.

Griffiths race:—
Mr. Watken's Dandy Dr. Walker 1
Ashner Kongit's Cyclops 2
Governor's Cup:—
Dr. Moore's Sumptuous Schuck 1
Dr. Walker's Kharma 2
P.M.O. plate:—
Dr. Moore's Kapala Asap Schuck 1
Mr. Givran's Blue fire 2
Ladies' Bracelet:—
Dr. Walker's Kharma owner 1
Mr. Watken's Dandy 2
Civil Service Cup:—
Dr. Moore's Sumptuous Schuck 1
Ashner Kongit's Cyclops 2
Club Cup:—
Dr. Walker's Kharma owner 1
Dr. Walker's Sabah 2
Consolation Stakes:—
Capt. Reddie's Blazing Harrington 1

The sports did well, both Dr. Moore and Mr. Schuck being out port men, while the medical profession scored heavily, as will be seen, being interested in six out of the seven winners. The heavy rains from the West Coast did best on the wet ground ploughing through the dirt much better than the lighter and more agile Socool ponies. The meeting was a very enjoyable and friendly one, the would be professional element that used to be so rampant here being conspicuously by its absence, and at the settling nearly everybody came out pretty square, although the sweeps were the biggest I believe ever seen in Sandakan. There were more ladies on the Stand also than was ever the case before.

On the following evening there was a dance at the Club, and there have been Ladies' school matches, private theatricals and other forms of amusement, all of which passed off extremely well, and new matters have once more resumed their wonted features.

Tobacco planting operations are a good deal behind hand owing to the weather. The constant rains have prevented the burning off of the felled forest so much that although we are now in the second half of June, planting out can hardly be said to have begun in most places, whereas it is always better if the planting out commences in May; with favourable circumstances there is no reason why large crops should not be had, but if circumstances are not quite favourable the period for maturing the crop being so much curtailed it is difficult to foretell the result.

We do not get good news from the coal mines at Labuan; with over 60 feet of coal within a comparatively short distance of the surface it is strange that it cannot be got out without so much difficulty, but such is the case, and as I have said, the last news from the mines is quite the reverse of good.

THE WAR.

THE SECOND AND THIRD EXPEDITIONS. The following interesting information respecting the second and third expeditions sent out from San Francisco to the Philippines is obtained from latest files of our American exchanges:— The second division of the Philippines expedition is to consist of five ships—the *San Francisco*, *Zaratan*, *Ohio*, *Colo*, and *Cebu*. The *San Francisco* is under the command of Major-General Elwell S. Otis in command. Today's 28th May the Pacific Mail steamers *China* and *Colo* were added to the fleet, and they are expected to be ready for service at once.

The acquisition of the *China* and the *Colo* is a source of satisfaction to Assistant Secretary McKeljohn, who says that the department is now in much better shape as regards transportation. He explains that there is no basis on the part of the Government to impress vessels into the service unless such action is absolutely essential for its purposes.

No further steps have been taken by the War Department to obtain the six ships of the Northern Pacific Company for which the agents are holding out for a large amount of money than the Government is disposed to pay. Mr. McKeljohn declines to give any more money than that last proposed believing that the benefits which would accrue to the ships of American register would more than compensate for the lower prices at which the vessels are asked to be turned over.

The Pacific Coast Steamship Company has offered to the Government every ship which can be spared from its runs. It is understood that the *Queen*, the *City of Puebla*, *Cleveland*, *Umatilla* and *Walla Walla* are under consideration.

General Merritt was asked to-day by wire to look over the ground immediately upon reaching San Francisco and report if he needed more troops. Assistant-General Corbin is ready to order well-equipped regiments from Eastern camps to San Francisco at once. Among those being considered—for every man in the Union has asked that his troops be sent abroad—are the District of Columbia regiments, First Ohio, Sixty-ninth New York, Sixth Massachusetts, First Illinois and Sixth Indiana. It is believed that General Merritt will want at least five more regiments, and that the extra call will be issued in time to fill all these to war strength before sailing. Probably the men enlisted to fill the gaps in the California regiments will be taken as individuals and sent forward with the third expedition, with which General Merritt is likely to sail.

The War Department believes it will have the ships ready for the third expedition before the end of next week.—(about 10th June.)

The steamship *China* arrived yesterday (29th May) twenty-four hours ahead of schedule time. Captain Seabury reports having passed, at 5.30 p.m., May 26th, the transport fleet which left Manila for Manila the day before. The three ships were then 280 miles from San Francisco and were sailing in squadron in the following order:—*Australia*, *City of Peking* and *City of Sydney*. They reported all well on board. The *China* made the trip from Honolulu in 5 days, 16 hours, 58 minutes. She spoke the *Moripora* on May 10th, about 700 miles from Honolulu. The *China* enjoyed fine weather throughout the voyage and Captain Seabury does not think that the transports will be troubled with storms. The troops being massed at Manila on the 28th ultimo for the second and third expeditions consisted of:—7th California Volunteers; a Battalion of Idaho Regiment, described as "hardy miners and mountaineers"; the Minnesota Regiment; a Battalion of Wyoming Infantry; 97th men and 100th men of the Montana Infantry; two regiments of Regulars from New Orleans; one regiment of New York Volunteers; First Troop of Utah Volunteers; Cavalry; one regiment of Kansas Volunteers; the 5th Regiment of Infantry N.G.C. and Artillery of Light Artillery. The following reference to this "crack" battery is from the *Chronicle*:—"John Jacob Astor's battery of light artillery will be one of the smartest commands of the United States Army in the Philippine Islands. Its members will be of the finest type. During the five hours of the finest open today good-looking, well-made, athletic young fellows were constantly crowding up to the deck, eager to enlist. The battery will probably sail from San Francisco on June 15th. It will be massed into service and will be known as the Astor Battery. Including the Cavalry, two Lieutenants and the commissioned officers it will number 100 men. Postmaster Heston of Poughkeepsie, one of the foremost men of that city, called to ask what chance his son Alfred would have to fight. 'He is 18 years old, a big, husky fellow, and a member of the sophomore class of Cornell,' said Mr. Heston. 'As soon as war seemed likely he organized a company of volunteers in his class, and he has been drilling them every day since. He is their Lieutenant. He has been rowing for two years. His brother Ross, a student in the Massachusetts Institute of Technology, is going to the Philippines in the Signal Corps, and Alfred wants to go with him. Can you take him?' 'He's just the kind of a man we're looking for,' replied Lieutenant March. 'Telegraph him to start to-night, and come here for physical examination to-morrow.' J. W. Beacham, one of the finest athletes who ever graduated from Cornell, came in for enrollment in the afternoon. He was captain of the baseball team in 1896, and captain and left half back on the football team in 1897. The Cornell men swear by him. After a few minutes of conversation with Lieutenant March he said: 'He will be here with half a dozen Cornell fellows in a day or two, all of them athletes. This is just the sort of thing we're looking for.'

Men from Yale, Harvard and Columbia came to plentifully, and there were many members of the New York Athletic Club. Billy Allen, bugler of the Seventh Regiment, is one of the recruits.

MISCELLANEOUS.

NEW COMMANDER FOR THE McCULLOCH. Captain C. L. Hooper has received orders from Washington to leave on the first transport that departs from this port for the Philippines and take command of the revenue cutter *McCulloch*, which has been attached to Admiral Dewey's fleet as a dispatch boat. Captain Hooper has been ordered home. Captain Hooper has been superintendent of the revenue cutter *McCulloch* for two years. His work as superintendent will be turned over to Captain W. C. Connelley, who is in the life-saving service. Captain Hooper has been commander of the revenue cutters *Rush* and *Cordell* and had charge of the Behring sea patrol for four years. He was appointed to the revenue cutter service from California in 1884. He is now 55 years old. The Captain's home is in Oakland.

CORK HELMETS FOR SOLDIERS. NEW YORK, May 27th. Eight thousand cork helmets have been sent from the Philadelphia hat depot to San Francisco for the Philippines expedition. The Depot Quartermaster has ordered 10,000 additional helmets. The helmets are to be made of cork, which renders them light and waterproof. The firm of Charles Levy's Sons was the lowest bidder, offering to furnish the 10,000.

at \$1.25 apiece, and to deliver them at the rate of 1000 a week.

The consignment will be awarded to this firm if the Quartermaster-General does not succeed in making other arrangements with a Chinese firm in Hongkong. The Quartermaster-General has cabled to this Chinese firm and expects an answer at once. If they have the helmets there, they will, of course, furnish them much cheaper and without the trouble and delay of long transportation. Chinese helmets are made of plait, a woody substance a good substitute for cork.

MEXICAN DOLLARS FOR MANILA.

New York, May 27th. The Press says: One of the most interesting preparations of the outfitting of the Manila expedition has just been announced. The Government has purchased 250,000 Mexican silver dollars, which General Merritt will take along to defray the expenses of the expedition. This amount is expected to be enough, but more will be sent from time to time.

By purchasing Mexican dollars a great saving is made. It is possible to obtain Mexican dollars at 46 cents each. In other words, Uncle Sam was able to buy 250,000 Mexican dollars for \$115,000. They were bought in San Francisco. In the Philippines a Mexican dollar is worth more than an American dollar, so the expenses of General Merritt's expedition, if it once lands in Manila, will be less than one-half of what otherwise. As to the soldiers, they will live excellently under this arrangement for they will, of course, be paid according to law, in American money. The paymaster will give each soldier two Mexican dollars for every American dollar due him in pay.

BRIGADIERS FOR MANILA.

Washington, May 27. A Joint General Court announced tonight that the five of the Brigadier-Generals appointed by the President to-day would be officially assigned as soon as the Senate had confirmed their nominations, to command the troops in the Philippines. The General selected for the Philippines expedition is George A. Carleton of Cleveland, O. Francis V. Greene of New York and Charles King of Wisconsin.

Under the command of the Philippine Islands, General King is appointed. General King is a cavalry officer and an expert rider of the United States Army. General Carleton and Greene have already signified to the War Department their acceptance of the orders to proceed to Manila. Both are experienced officers of many years.

It is understood, unofficially, that Harrison Gray Otis, editor of the Los Angeles Times, who served with the President in the Twenty-third Ohio during the Civil War, and who was nominated to-day to be a Brigadier-General, will also go to the Philippines.

Early next week another list of brigadier-generals will be sent to the Senate. The list will contain probably from eight to twelve names. All of the officers nominated for brigadier-generalships will be from the Southern States.

POSTAGE TO THE PHILIPPINES.

The ordinary rates of domestic postage apply to the mail matter sent to United States soldiers and sailors at the Philippines. Formerly letters for men in the American expedition in Asiatic waters had to be prepaid at the rate of 5 cents a half-ounce. Now such letters will be carried for a certain amount. The Postoffice Department has ordered that any article of mail matter for a person in the military or naval service shall be forwarded as rapidly as possible from place to place until it reaches the person addressed.

THE SULTAN OF SULU'S JEWELS.

At Singapore on the 22nd inst., before Mr. Wolfenden, Esq., a Jeweler, and Sallay and Tamplin, Malaya, were charged—No. 1, the theft of the following things: 2 tin boxes value \$8.2, gold rings, set with four diamonds and pearls value \$1,000, a crown set with diamonds and pearls value \$1,500, a pair of gold earrings set with pearls value \$175, a gold pin set with green stones value \$30, a pearl, white, high, value \$250, one ivory stamp, \$50, total value \$3,175. The property belongs to Mahomed Gamsir, Karam, Sultan of Sulu. Nos. 2 and 3 were charged with aiding and abetting. The case was remanded till the 29th inst. Bail being refused. None of the property mentioned has been found.

THE DUM DUM BULLET.

Attention has been called in the press (writes "Scrutator" in London Truth, and in Parliament, to the horrifying account of the action of the Dum Dum bullet given by a German doctor at the Wierden Congress, on the strength of experiments which he had himself made with the bullets upon dead bodies. How he got the bullets or the bodies for the purpose is not explained. It is said that the results of his experiments were "terrible and cannot be exaggerated." "Not only are the bones," he says, "but the flesh as well, torn and splintered in all directions. Even the skin at the point of contact shows long seams torn in all directions," and he thinks that steps should be taken to restrict the use of anything but lead bullets in small-bore rifles.

It so happens that I have just received from the founder an eye witness's account to the effect of the bullet upon five men who were shot on one occasion during the Frontier War. There is no doubt as to their having been Dum Dum bullets, for the reason which will be explained presently. Here is the report:—

No. 1—Hit in head. Killed, but head not seriously smashed.

No. 2—Hit in the chest close to heart. Walked with assistance one mile, where doilies were got; was all right in less than one month.

No. 3—Hit in stomach. Walked part of the way back, but died in the night.

No. 4—Hit sideways through posterior. Was able to walk afterwards, but apparently the bullet touched his spine, as he has since lost the use of his legs.

No. 5—A native officer. Hit to the fleshy part of the thigh, bullet only just missing the bone. He doubled back for reinforcement, then walked into camp for miles over very rough ground, and was absolutely well and at duty again in about a month.

The true, does not give very specific information as to the action of the bullet on striking the body, but it seems quite inconsistent with the German doctor's statements. The writer will be, makes no mention of the skin having "long seams torn in all directions at the point of contact," or of the flesh being "torn and splintered in all directions," and such statements are quite inconsistent with the case of No. 3, who was shot close to the heart, and was all right in a month, or No. 5 who was shot in the thigh, and seems to have experienced absolutely no inconvenience from the wound. It rather looks from this as if the effects of the bullet upon the dead body were different from those on the living subject.

ROMANCE OR TRAGEDY—WHICH?

At six o'clock on the morning of 29th Oct. 1881, the clipper ship *Lock Maris* passed through Port Phillip Heads, homeward-bound for London. At 2 p.m. she was passed off Cape Tiptrap by the inward bound steamer *Nemesis*; next day she was spoken near Kent's Group, by the schooner *Yerakoon*; and thereafter she disappeared as officially as if the magic wand of some necromancer had swept her entirely from the bottom of the ocean. She was a powerful and well-found ship, and a fast sailer—as a run on one occasion from Fayal to the Downs, over 1500 miles, in 41 days, amply shows; and she was commanded by a smart and experienced seaman. Failing to make her usual passage of 80 days, no uneasiness was felt at first, but days, weeks and months lengthened into years, and the mystic note, "Missing at Lloyd's," was the only record obtainable.

On 24th Sept. 1897, a short paragraph appeared in *The Bulletin*, giving an account of a Swedish seaman named Armstrong, employed by Messrs. Ellis, timber-merchants of Camden Haven, N.S.W., who claimed to be the only survivor of the ill-fated vessel. On account of facts as to her rig, captain's name, &c., supplied to the Swedish employers by the writer (who served four years in the *Lock M.*), they interviewed the man. There seems no doubt that his story is substantially correct; the ocean mystery of sixteen years is cleared up, and the case is made public. His reason for so long withholding the information is no longer known. The lucidity of his account is somewhat marred by his imperfect knowledge of English; but he avers that he shipped in the *Lock Maris* in Melbourne. After being at sea five or six weeks, they were going along with all sail set, a light breeze and smooth water, when a light sudden struck the ship and before anything could be done the masts went overboard, to be immediately followed by the ship herself lurching and going down head first.

The disaster took place at 11 o'clock. Armstrong, on reaching the surface, after escaping the suction of the sinking vessel, commenced to swim, and near him fortuitously discovered one of the ship's boats full of water, in to which he scrambled. No sign of wreckage or life was visible, and as he had no oars, he tore some lining-boards from her bottom, with which he improvised paddles, and in two days and nights succeeded in reaching the South American coast. The boat in which he was saved had that morning been lowered from the ship's side to the main hatch for repairs, and the weather being fine, had no lashing on, so it floated off as the ship went down. It was early in the morning when he landed. He let the boat go, and as there were no signs of inhabitants he struck in a northern direction along the beach, and at evening came across some natives, who supplied him with food. Next day he met a man on horseback, from whom he secured a few coppers, and in a few days he reached the town of Pernambuco. His troubles had no end; he was questioned as to his appearance among the people, he gave evasive answers, and pretended not to understand. In Pernambuco he shipped in an American vessel and sailed for Calico, carrying with him his secret.

It reads the pen of a Clark Russell to adequately portray that midnight tragedy. The ship engaged in her death-struggle with the elements from which she had drawn her life and motion; a conflict between man's ingenuity and the uncontrollable force of Nature. Hoarse orders to let go sheets and balliards, put the helm over, ignore the main yard, give quick succession—to be instantly drowned in the wild scream of the pampers, as the reports of breaking masts and rigging mingled with the fiendish howls of the squall, and the doomed vessel, with torn decks and gaping sides, heeled over and disappeared utterly.

The vessel had passed its work accomplished, and the moonbeams once more shimmered on the water, save a solitary figure in a half-submerged boat, anxiously scanning the spot from which his drifting home had taken its last plunge with his 37 shipmates. The picture of this lonely sailor-lad, adrift on the Atlantic in a battered and leaky boat, without sail or oar, carrying with him the harrowing remembrance of the awful catastrophe, lifts to the climax of emotion one of the tragic ocean-stories of the century.

SHILLBACK.

NURSES' MEMORIAL FUND.

The following subscriptions to the above Fund are acknowledged with thanks. The Hon. Treasurer, Mr. T. Jackson, will be glad to receive further contributions:—

Already acknowledged	\$1,618
Amal Singh	15
Wei Ayuk	3
Li Shing	3
Wei Long Shee	3
Fung Wa Chiu	3
Chan Pan Po	3
Ho Fook	3
Lau Pak Tuen	3
Chan Kai Tuen	3
Wong Chung I	3
Li San Hin	3
Chong Si Kai	3
Chan Lung Tuen	3
Tong Si Nan	3
Chow Tung Shing	3
Chan Kit Shan	3
Tong Lai Tuen	3
Lau Hing Sun	3
Chan Him-Kuk	3
Chan Hin-Tung	3
Sau Ngok-Ting	3
Wai Min-Chai	3
Lei Yuen Shek	3
Lei Yuen Shek	3
Chan King-Win	3
Kw & Sui-Liu	3
	\$1,758

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Lordship Sir J. W. Carrington, Kt., C.M.G., Chief Justice.)

June 29th.

The Kwong Sik Loong firm sued Wong Chuk Yee and Yung Sik Yee for the sum of \$2,779.34 for goods sold and delivered.

Mr. C. D. Melbourne (instructed by Mr. J. F. Reese) appeared for the plaintiffs and defendants were not present.

The petition set forth that the plaintiffs were fruit dealers at No. 32 Central Market and the defendants were merchants, the first formerly having his place of business at No. 70 Wellington Street but now in Victoria Gaol and the second residing at No. 23 Wing Wo Street but now residing in Victoria Gaol. On 6th October, 1897, the defendants then being in Hongkong, purchased

from the plaintiffs from certain quantities of sugar cane and other goods, which together with certain sums of money, paid by plaintiffs for packing, box-hire and freight, amounted to \$2,779.34. The petition prayed that the defendants might be decreed to pay the said sum of \$2,779.34 together with thereon and cost of suit. His Lordship, after hearing evidence from the manager of plaintiffs' firm, gave judgment accordingly.

DO WE? WE DO!

The boy was a-tittin by the rafter, near the bow, A-talkin to his shipmate's a-sayin to 'em how we needed just a Farragut in this here bloomin' row.

An' the gunner's mate said: "Dewey?"

Then the boy hitched his trousers an' changed his quid to eat.

He was an old-time boxer, an' the old-time fighter's sort;

An' he said we want a fighter ter to take this Morier fort.

And the gun crew answered: "Dewey?"

"Spose we do."

"Yes," the boy said, quite hearty; he's like the fighter's sort;

What I've read about in story books, who didn't never shirk.

But we only need an Admiral to finish up the work."

An' the whole crew answered: "Dewey?"

"Guess we do."

An' the people down in Congress are agoin' to take the tip.

For they know about the Commodore an' how he runs a ship;

An' he runs a first just like it, an' he always makes his trip.

So the people want him, Dewey?

Yes, we do.

NOTANDA.

CALENDAR.

JUNE.

Meteorological means based on ten years' observations to 1895.

Barometer 29.867

Thermometer 76.3

Humidity 84.0

Rainfall 15.0

TO-DAY.

Barometer 29.75

Thermometer 82

Humidity 77

Rainfall 0.11

TO-DAY.

Wednesday, 29th June, 1898.

High water—Morning 4hr. 7min.

Low water—Morning 4hr. 55min.

Afternoon 10hr. 55min.

ANNIVERSARIES.

1688—Acquittal of the seven Bishops.

1878—The Foreign Ministers admitted to an audience with the Emperor.

1887—British sovereignty over Zealand proclaimed.

1893—Indian Mills closed to the coinage of silver.

1896—Fire on the British barque *Glen Calash* in Hongkong Harbour; cargo badly damaged.

TO-MORROW.

Thursday, 30th June, 1898.

High water—Morning 4hr. 58min.

Low water—Morning 4hr. 58min.

Afternoon 10hr. 55min.

ANNIVERSARIES.

1607—Cardinal Barolomeo died.

1693—Archbishop Campbell, Earl of Argyll, beheaded.

1840—British expedition to China arrived.

1853—22nd of the summer war.

1961—Sir H. Robinson dismissed all the Chinese headmen of Peking.

1876—A section of the Shanghai-Woosung Railway opened.

1891—The Takashima coal mines flooded.

1897—Positive force ordered to take possession of Poon.

SHIPPING AND MAIL NEWS.

MAILED DUE:

Australian (*Guthrie*) and prox.

Indian (*Sultana*) 5th prox.

French (*Melbourne*) 6th prox.

Canadian (*Empress of Japan*) 12th prox.

American (*Belgia*) 17th prox.

THE Agents (Messrs. Jardine, Matheson & Co.) inform us that the Company's steamer *Sutong*, from Calcutta and Straits, left Singapore for this port to-day.

THE Nippon Yusen Kaisha's steamer *Matsumura Maru* (Bombay Line) left Singapore for this port yesterday afternoon and is expected to arrive here on the 4th prox.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isidoro Pons at Kowloon Dock

Isidoro Pons " "

Ningchow " "

Venus " "

Doric " Cosmopolitan "

PAKED THE CANAL.

OUTWARD—*Kwang Ping*, May 20; *Baconshire*, *Eddie*, *Liu*, *Mount Sirion*, *Samao*, *Yarrowdale*, 27; *Maria Valeria*, *Chankiang*, 31; *Nastor*, *Hovell Hall*, June 3; *Nastor*, *Queen Mary*, *Ratha*, 7; *Japan*, *Arara*, 10; *Melbourne*, *Isang*, *Prometheus*, 13; *Bravo*, *Ernest Simon*, *Ramus*, 17; *Carmarthen*, *Antigay*, *Drumcarth*.

HOMeward—*Antenor*, June 21st.

KOLACTICUM PILULE.

THE GREAT REMEDY.

DISCOVERED recently by a physician in Africa. Is absolutely the best remedy for all NERVOUS AFFECTIONS (acquired or constitutional) DISEASES OF THE LIVER, KIDNEYS, & GENERAL PROSTRATION. Kolacticum gives health, strength and energy as no other preparation has ever been able to do. Medical men recommend and use it professionally for its marvellous recuperative powers.

PRICE 3/6 POST FREE.

THE KOLACTICUM COMPANY, 54 BOW LANE, CHAPMAN, LONDON, E.C.

For Sale.

FOR SALE.

THE FINE SCREW STEEL STEAMER "SULTAN."

2,135 tons gross, 1,350-32 tons Register (builders' measurement); built in 1893 by Messrs. WOOD, SKINNER & CO., Newcastle, England. The steel used in construction was tested by Lloyd's, and all requirements of that institution at the date of launching were complied with.

The Engines were built by THE NORTH EASTERN MARINE ENGINEERING CO. (LTD.), Wallsend, and are triple expansion. Diameter of cylinders 20 1/2 in., 34 in., and 56 in., the length of stroke 39 in., the Nominal Horse Power 200. There are two sets of boilers carrying 160 lbs. pressure each boiler having 3 furnaces.

The vessel has a cellular double bottom for water ballast, all fore and aft, and is equipped with all the most modern improvements, including combined steam and hand steering apparatus amidship, and a new gear set, direct steam windlass, &c.

The principal dimensions of the vessel are as follows:—

Length 275 ft., beam 37 ft. 6 in., depth (moulded) 30 ft. 8 in.

The cubic capacity of hold is 149,450 ft. 8 in., equivalent to 3,553 tons at 45 cubic feet to the ton.

The vessel's consumption of coal is 18 tons per 24 hours, with a speed of 10 knots. Her bunker capacity is 325 tons and water ballast 460 tons.

Her draught, light, is 7 ft 10 in., and loaded 21 ft., with 3,300 tons on board.

The vessel has been put in a complete state of repair under the superintendence of the Bureau Veritas representatives, who have recommended the vessel for a 1st class in the First Division 7/10.

For further particulars apply to—

W. H. FORBES, Secretary.

TAKU TUG AND LIGHTER CO., LTD.

Telegraph Address: Calendar, Tientsin. [791]

FOR SALE.

A PAMPHLET containing the Series of Articles by the Telegraph's Special Correspondent entitled

"HINDRANCES TO THE DEVELOPMENT OF TRADE IN KWANGTUNG AND KWANGSI."

ALSO

The new TRANSIT PASS RULES, providing for the sale of goods en route to inland markets.

PRICE, 50 CENTS PER COPY.

"HONGKONG TELEGRAPH" OFFICE.

No. 6, Pedder's Hill.

Hongkong, 18th March, 1898.

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL

BILIOUS AND NERVOUS DISORDERS

SUCH AS

SICK HEADACHE, CONSTIPATION,

WEAK STOMACH,

IMPAIRED DIGESTION,

DISORDERED LIVER,

AND FEMALE AILMENTS,

ANNUAL SALE SIX MILLION BOXES.

50 CENTS PER BOX.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA:—

WATKINS & CO.,

APOTHECARIES' HALL, 66 Queen's Road Central, HONGKONG.

[38]

F. CAZANOVE,

BORDEAUX.

GOLD MEDALS

Bordeaux, 1882, Paris, 1889.

LIQUOR

OF THE REVEREND FATHER

A. KERMANN.

THE RELIX is employed with success to restore the FORCES OF THE STOMACH AND FACILITATE THE DIGESTION.

TONIC WINE

Of the Rev. Father A. KERMANN

MOZA-KINA OF DR. GOLZ.

CREME DE MANDARINE.

AVELINE ANISETTE SUPERFINE.

Apply to Messrs. DODWELL, CARLILL & Co., Hongkong.

Agents for LAENDLER & Co., Paris.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CALLAINE, the AGENTS, nor the MANAGERS will be RESPONSIBLE for any DEBTS contracted by the Officers or members of the Crews of the following Vessels during their stay in Hongkong Harbour:—

HAWTHORN BANK, Brit. Bk., Greig—Shewan, Tomes & Co.

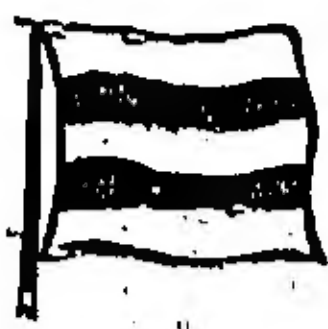
AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOKIO MARU.....	THURSDAY ISLAND, TOWNSVILLE, MACKAY, BRISBANE, SYDNEY AND MELBOURNE.	FRIDAY, 1st July, at Daylight.
SANUKI MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	TUESDAY, 5th July, at 4 P.M.
MATSUYAMA MARU.....	Kobe and YOKOHAMA.	THURSDAY, 7th July, at 4 P.M.
SACAMI MARU.....	VLADIVOSTOK, via SHANGHAI, CHAPPOO, CHEMULPO, NAGASAKI, FUSAY and CHANSON.	FRIDAY, 8th July, at 12 Noon.
SHOJUN MARU.....	SEATTLE, WASH., U.S.A., via Kobe and YOKOHAMA.	THURSDAY, 14th July, at 4 P.M.
HAKATA MARU.....	MARSEILLES, LONDON and ANTWERP, via SINGAPORE Transhipping Cargo for JAVA PORTS, PENANG, COLOMBO and PORT SAID.	TUESDAY, 19th July, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 28th June, 1898.

SETTING UP OF DISTILLERIES
Rice — Corn — Sugarcane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF
Liquors Factories — Preserves Factories
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Apply to Messrs DODWELL CARLILL & Co., Hong Kong.

EVERY CONSUMPTIVE

is not only a remedy for consumption, but a tonic for the system. There is no doubt that a consumptive can be expected until the system has strength to fight the disease.

Scott's Emulsion

It is the most powerful and most effective remedy in the world for all diseases of the lungs and chest, and for all diseases of the system, and for all diseases of the blood. It is a tonic for the system, and a remedy for consumption.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.



POWDER, SOAPS, Sulphur (Fumigating) Candles, and ALL KINDS OF DISINFECTANTS.

"How to Disinfect." Book sent FREE on application.

OF ALL CHEMISTS, AND THE SANITAS Co., Ltd., BETHNAL GREEN, LONDON.

For Nervous Exhaustion

CHAPOTEAU'S Phosphoglycerate OF LIME

The modern restoration of the nervous system. For nervousness, depression, loss of energy, and all diseases of the system, and for all diseases of the blood.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAU)
PHOSPHOGLYCERATE WINE (CHAPOTEAU)
PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU)

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NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., 11, & Buildings.

Hongkong, 9th March, 1897.

SERRAVALLO'S FERRUGINOUS QUININE

THE GREAT AUSTRIAN TONIC

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong—A. S. WATSON & Co.

Hongkong, 1st September, 1896.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, LAunceSTON AND MELBOURNE.

THE Company's Steamship
"TSINAN,"
Captain Ramay, will be despatched TO-MORROW, the 30th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 21st June, 1898. [778]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship
"CHINGWO,"
Commander H. C. Harris, will be despatched as above on or about the 30th instant.
For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.
Hongkong, 27th June, 1898. [797]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"ST. NINIAN,"
will be despatched as above on or about the 1st July.

To be followed by
S.S. "CRAIGEAR," on or about 20th July, 1898.
S.S. "FORTUNA," on or about 5th August, 1898.

For Freight, &c., apply to SHIPMAN, TOMES & Co., Agents.
Hongkong, 20th June, 1898. [735]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE APCAR,"
Captain J. G. O'Brien, will be despatched for the above Ports on SATURDAY, the 2nd July, at Noon.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.
Hongkong, 27th June, 1898. [795]

HAMBURG-AMERICA LINE (EAST ASIATIC SERVICE).

FOR LONDON, HAMBURG AND ANTWERP.
(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

THE Company's Steamship
"ARMENIA,"
Captain Magin, will be despatched for the above Ports on MONDAY, the 4th July.

For Freight, apply to CARLOWITZ & Co., Agents.
Hongkong, 23rd June, 1898. [772]

FOR COLOMBO, SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES if sufficient inducement offers.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL and BREMEN.)

THE Steamship
"DELLA,"
Captain E. Christensen, will be despatched for the above Ports on or about the 6th July.

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.
For Freight or Passage, apply to SIEMSEN & Co., Agents.
Hongkong, 24th June, 1898. [788]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"PRIAM,"
Captain Jackson, will be despatched as above on MONDAY, the 4th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th June, 1898. [789]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS.
(Taking Cargo at through rates to LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship
"MOVUNE,"
Captain R. Corradi, will be despatched as above on or about the 13th July.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.
Hongkong, 22nd June, 1898. [784]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A x British Ship
"HAWTHORNBANK,"
Greig, Master, will load here for the above port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 13th June, 1898. [744]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO., Ltd., DUNLOP TYRES BICYCLES—PRICE, \$185.
A special reliable Watch made for this Climate.
Quality A. B. C. \$120
Quality B. C. \$110
Quality C. D. \$100
26, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tacoma... 2,549 | A. Dixon... July 2.
Victoria... 3,167 | J. Truebridge... July 19.
Olympia... 2,608 | T. H. Dobson... Aug. 6.
Arizona... 5,395 | J. Patton, R.N.R. | Aug. 23.

ALSO
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Brasmar... 3,001 | E. Porter... Aug. 13.
Mogul... 3,654 | W. H. Wright... Sept. 10.
Columbia... 2,605 | A. Gow... Oct. 1.

THE attention of Passengers is directed to the very cheap rates offered by this Line.

HONGKONG TO LONDON £47.
Excellent accommodation. First-class Table. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK, route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £48.
Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and none copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.
Hongkong, 17th June, 1898. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship
"VERONA,"
Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY and STRAITS, &c., on SATURDAY, the 9th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.
Hongkong, 25th June, 1898. [5]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern... Wednesday | 20th July.
Prins Heinrich... Wednesday | 17th Aug.
Darmstadt... Wednesday | 14th Sept.
Frankfurt... Wednesday | 12th Oct.
Sachsen... Wednesday | 9th Nov.
Bayern... Wednesday | 7th Dec.

Prins Heinrich... Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 20th day of July, 1898, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Prehn, with

MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

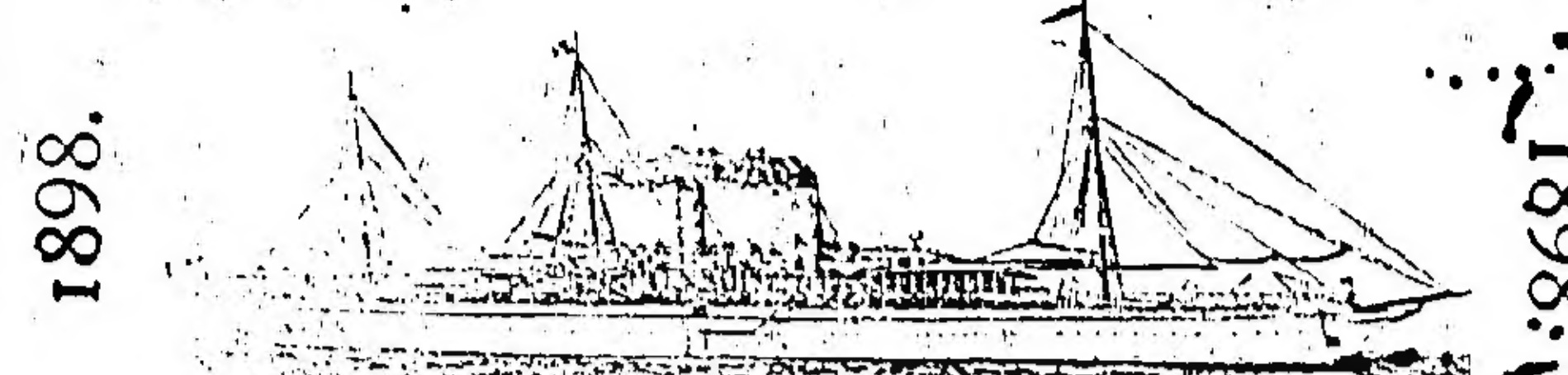
Shipping Orders will be granted till Noon on Monday, the 18th July. Cargo and Specie will be received on board until 5 P.M. on Tuesday, the 19th July, and Parcels will be received at the Agency Office until Noon on TUESDAY, the 20th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.
Hongkong, 22nd June, 1898. [783]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 20th July, 1898.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th August, 1898.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 31st Aug., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 29th June, 1898.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 5th July, at Noon.

Belle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 26th July, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th Aug., at Noon.

THE Company's Steamship
"DORIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 5th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 17th June 1898. [5]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May 1898.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Glenfearg (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th July, at Daylight. (For Cargo only).

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 23rd Aug., at Noon.

THE U.S. Mail Chartered Steamship
"GLENFARG,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SATURDAY, the 16th July, at Daylight, taking States, and Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 25th June, 1898. [1]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK, MAKERS, JEWELLERS, SILVER, SMITHS, AND OPTICIANS.

HAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemont Watches—awarded the highest Prize at every Exhibition; and for Voigtlander and Sohne's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. Nos. 54 & 56, Queen's Road Central. [40]

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